

BookletChart™



Approaches to New York – Fire Island Light to Sea Girt

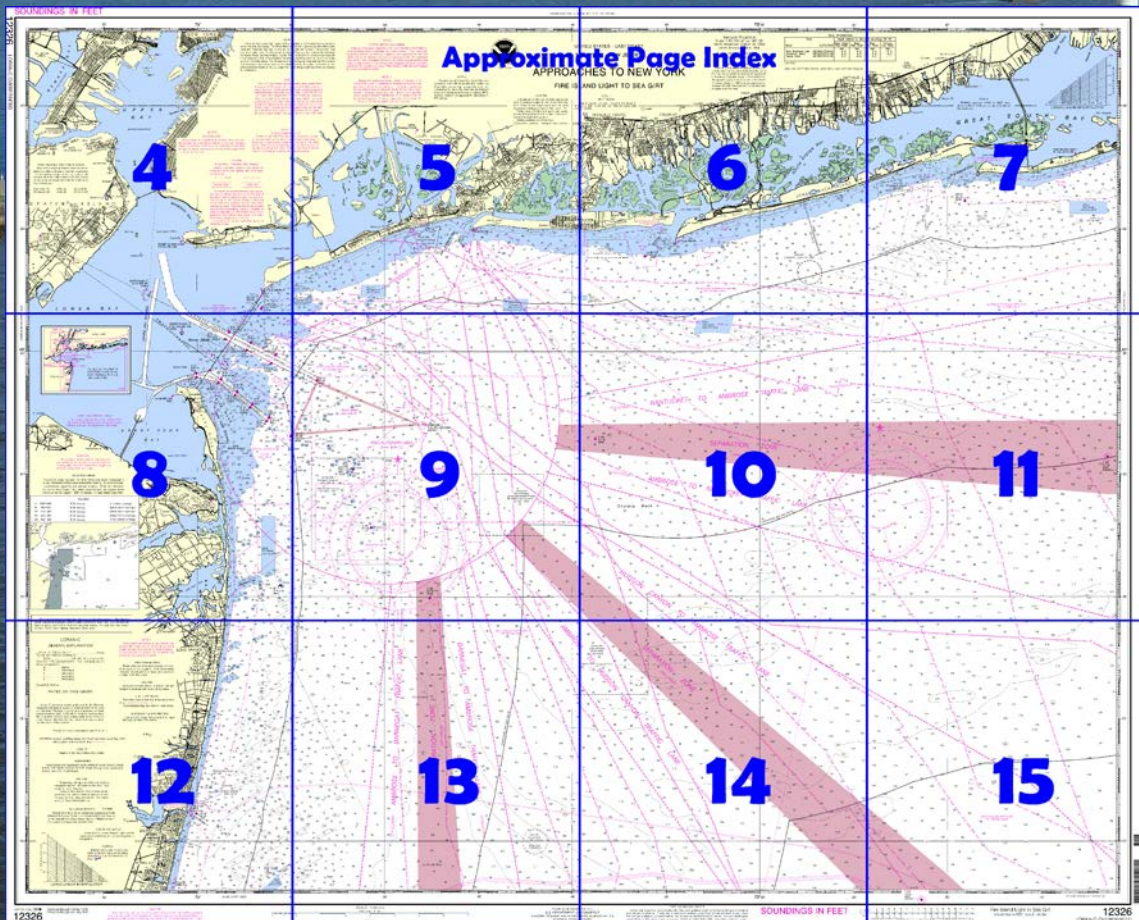
NOAA Chart 12326

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

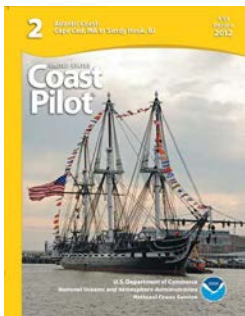
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12326>



(Selected Excerpts from Coast Pilot)

The four most prominent landmarks, which can be seen for a long distance at sea, are the Fire Island Light and a tower at Jones Beach on the Long Island shore, and the Highlands of Navesink and the microwave tower at Atlantic Highlands on the north end of the New Jersey coast. When nearing the Lower Bay of New York Harbor, Ambrose Light will be seen; it marks the entrance to Ambrose Channel which is the principal

deepwater passage through the Lower Bay.

The south coast of Long Island from Fire Island Inlet to Rockaway Inlet has a general 263° trend for 30 miles. It is a clean shore and may be approached as close as 1 mile, with not less than 5 fathoms except off

the inlets where the shore should be given a berth of at least 1.5 miles. This coast is characterized by sandy beaches and summer resorts at the eastern end, and amusement parks and densely settled communities at the western end.

The shoreline is broken by three prominent and navigable inlets which lead to the inland waterway along the south shore of Long Island. Fire Island Inlet is at the eastern extremity, and its entrance is marked by lights and buoys. Jones Inlet is about 12 miles to the west of Fire Island Inlet. The entrance is prominently indicated by the 202-foot lighted tower at Jones Beach on the eastern side and by an elevated tank at Point Lookout on the west side of the inlet.

East Rockaway Inlet, about 8 miles westward of Jones Inlet, is the extreme western entrance to the inland waterway. The inlet entrance is marked by a breakwater with a light on its seaward end. The shoreline between the two inlets is closely built up with communities. Elevated tanks, towers, and other tall structures are prominent in this area.

Caution.—Telegraphic companies report serious interruptions of international telegraphic communications resulting from repeated breaking of their cables by vessels anchoring southeastward and eastward of the Pilot Cruising Area for Ambrose and Sandy Hook channels. The companies state that they will be glad to compensate any vessel, which, having fouled the cable, cuts away its anchor and chain in order to save the cable from interruption. Vessels making New York in thick weather and finding it necessary to anchor before Ambrose Channel should anchor in the area southward of Scotland Lighted Whistle Buoy S (40°26'33"N., 73°55'01"W.) and westward of 73°48'00"W.

Physical Oceanographic Real-Time System (P.O.R.T.S.) is an information acquisition and dissemination technology developed by National Ocean Service, NOAA. The Port of New York and New Jersey Physical Oceanographic Real-Time System can be contacted via telephone 866-217-6787 or the Internet at: <http://www.cops.nos.noaa.gov>.

Dangers.—There are five shoal areas in the entrance to New York Harbor which are subject to change in depths and should be avoided by strangers. **False Hook** is off the northeastern side of Sandy Hook. **Flynns Knoll** is between Swash, Sandy Hook, and Chapel Hill Channels. **Romer Shoal**, between Ambrose and Swash Channels, is marked by Romer Shoal Light; a fog signal is sounded from the light station. **East Bank** is northward and eastward of Ambrose Channel. **West Bank** is westward of Ambrose Channel between West Bank (Range Front) Light and Fort Wadsworth. Numerous rocks and obstructions lie between West Bank and the western limit of Ambrose Channel. The chart is the best guide. The tip of Sandy Hook is changeable, and the area around it is subject to severe shoaling; caution should be exercised in the area. Mariners are cautioned to maintain a sharp lookout for floating debris in the harbor and channels.

Caution.—Numerous fishing floats have been reported in the approach to New York Harbor in the Traffic Separation Scheme precautionary area.

Shipping safety fairways have been established connecting the eastern approach off Ambrose of Traffic Separation Scheme Off New York and the eastern approach off Nantucket of Traffic Separation Scheme Off New York. (See 166.100 through 166.500, chapter 2, for limits and regulations.)

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston

Commander
1st CG District
Boston, MA

(617) 223-8555

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

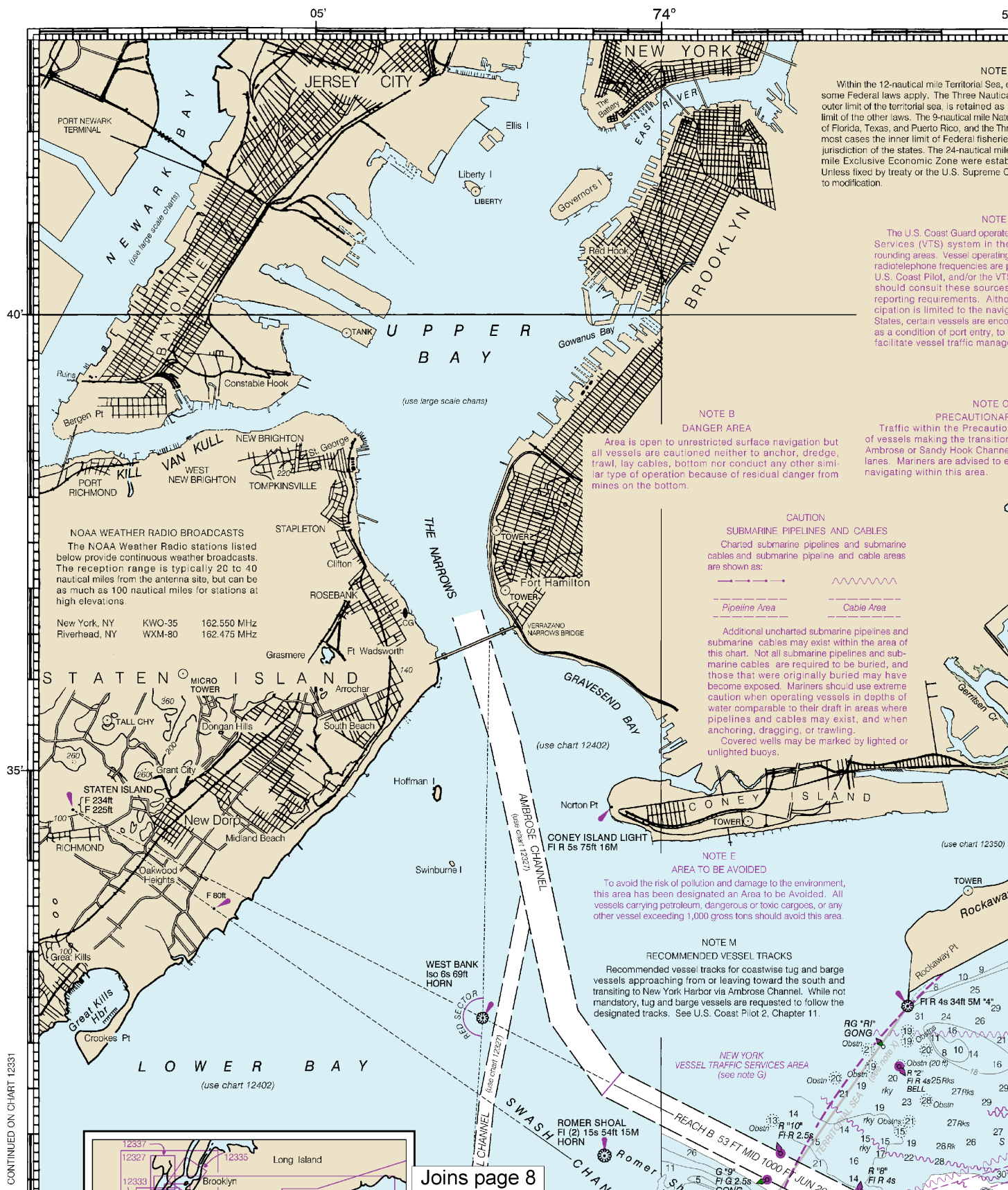
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

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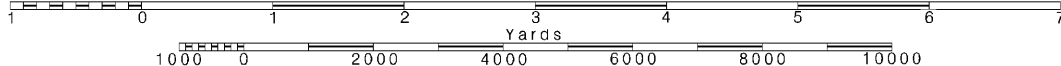
4

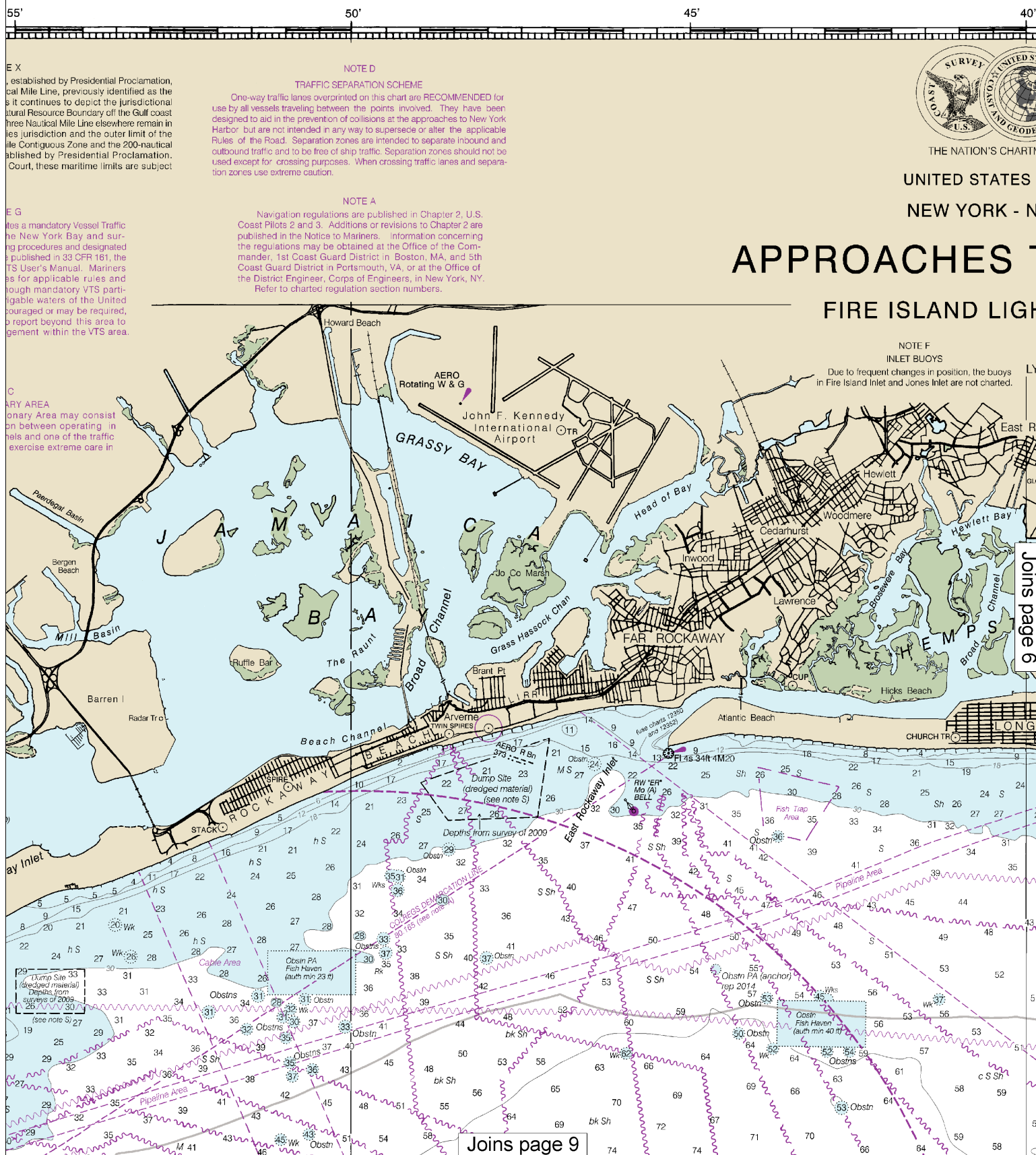
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Printed at reduced scale.

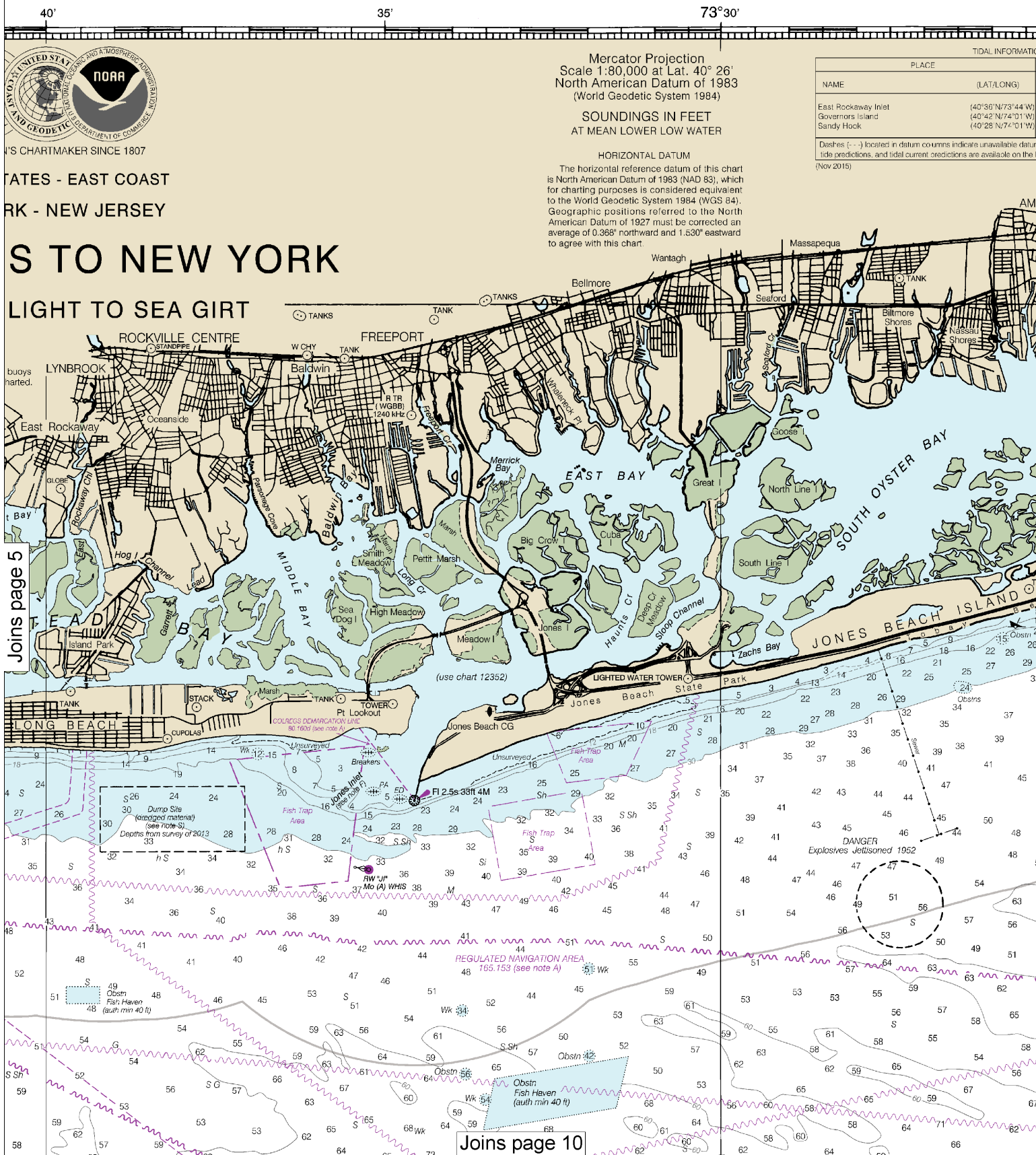
SCALE 1:80,000
Nautical Miles

See Note on page 5.

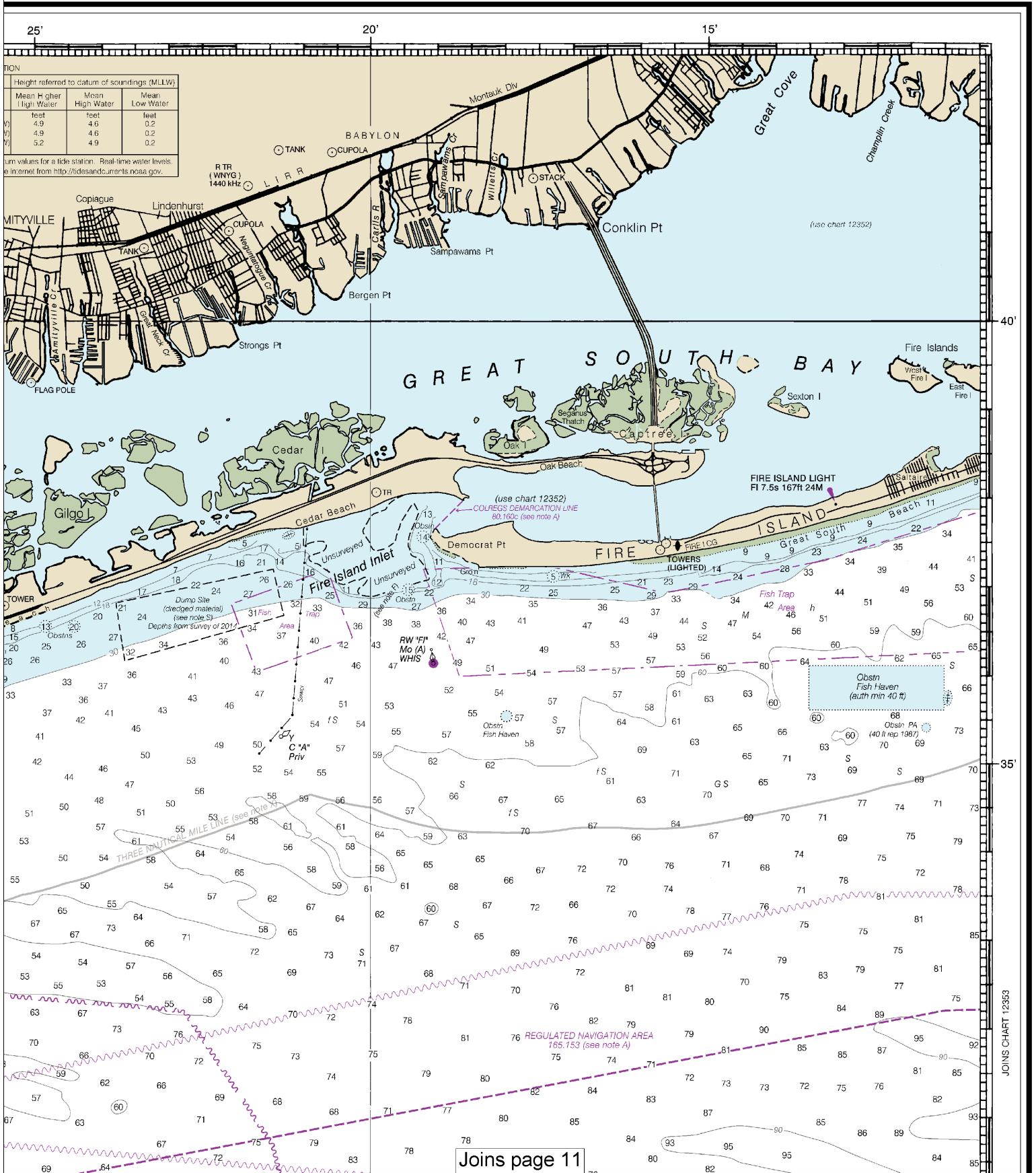




This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:106666. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

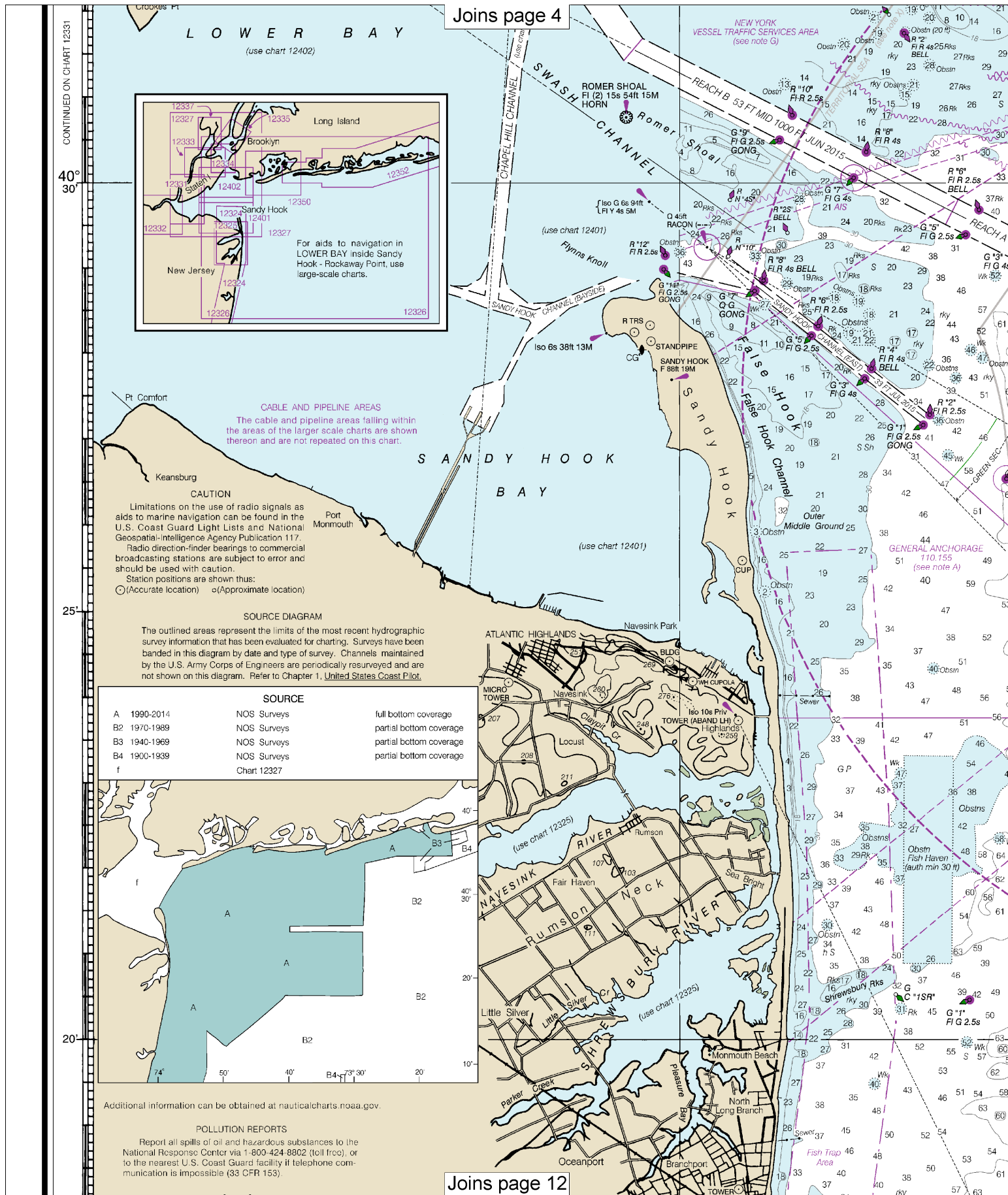


SOUNDINGS IN FEET



Last Correction: 7/8/2016. Cleared through:
LNM: 2716 (7/5/2016), NM: 2816 (7/9/2016), CHS: 0616 (6/24/2016)

7



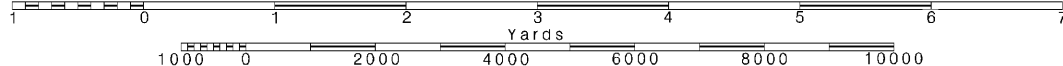
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Note: Chart grid lines are aligned with true north.

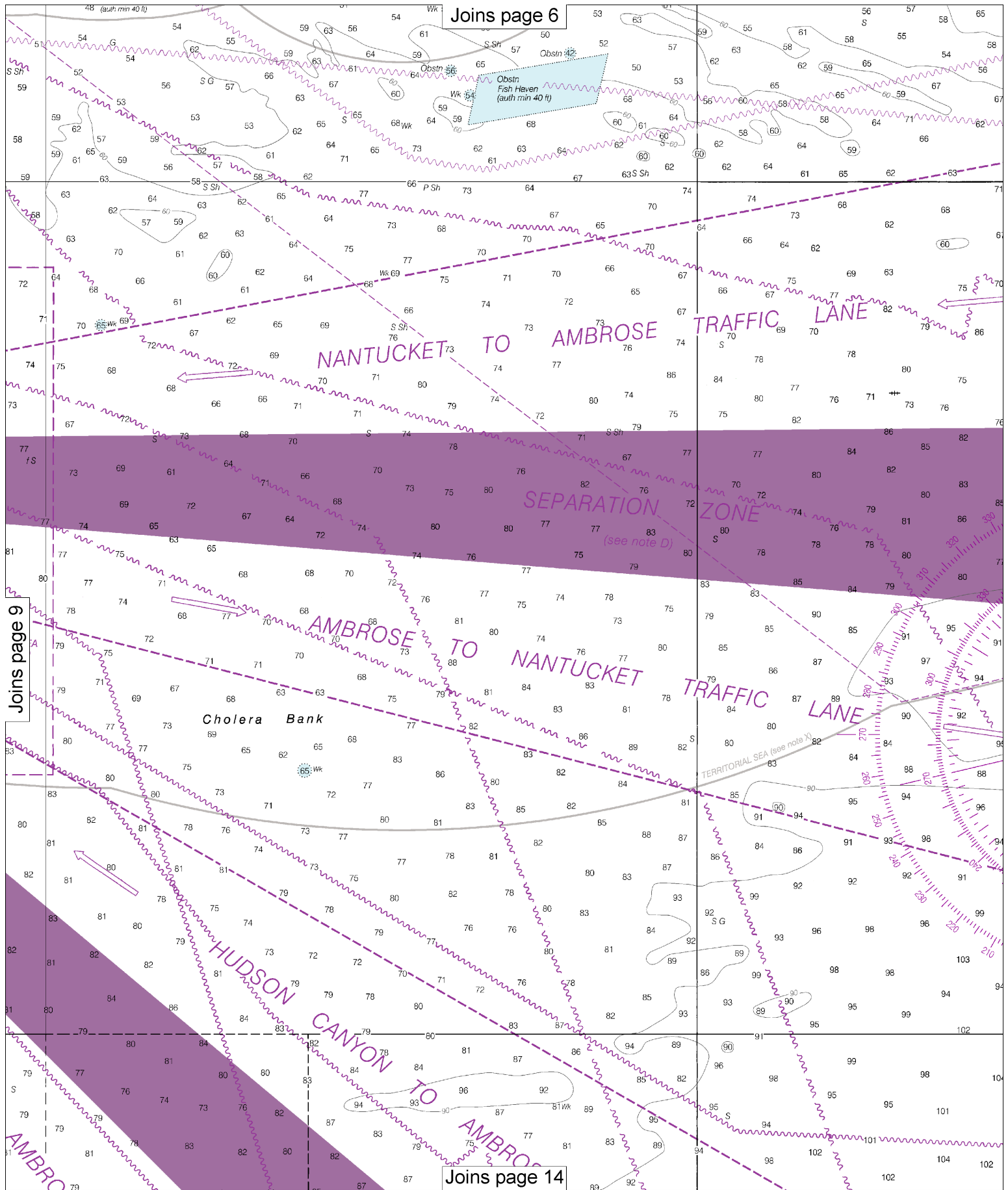
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.







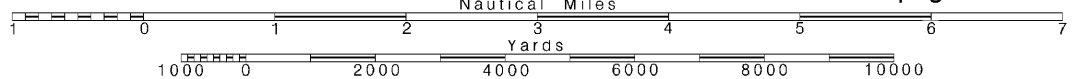
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



Joins page 7

AVIGATION AREA
(see note A)

JOINS CHAR

40°
30'

25'

20'

Joins page 15

Additional information can be obtained at nauticalcharts.noaa.gov.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972. Demarcation lines are shown thus:

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

NOTES

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE N

Subsurface hydroacoustic arrays and fish pots located within dashed area. Arrays are 22 feet in length, secured to bottom by concrete moorings. Occasional pop-up buoys may be present as arrays are released for retrieval.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus:
Submerged piling may exist in these areas.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilots 2 and 3 for important supplemental information.

15'

10'

R MAST

STANDPIPE

SEA GIRL

WRECK POND

SPRING LAKE

Lake Como

BELMAR

RADIO TOWER

COMO

SHARK RIVER

BRADLEY BEACH

OCEAN GROVE

ASBURY PARK

DEAL

ELBERON

STACK

WEST END

LONG BRANCH

BRANCHPORT

OCEANPORT

MONMOUTH BEACH

PARKER CREEK

PHLESA BAY

SPYRE

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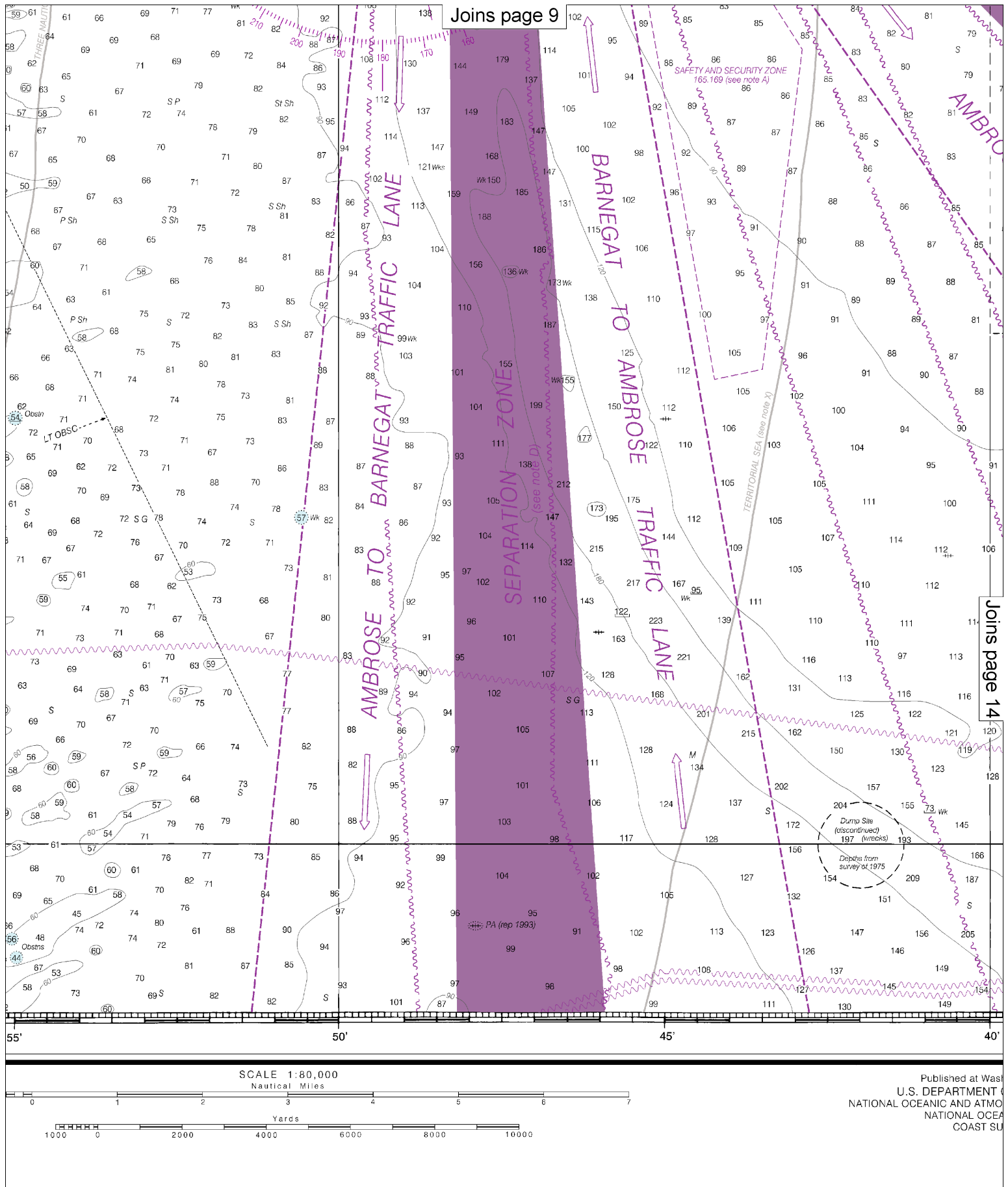
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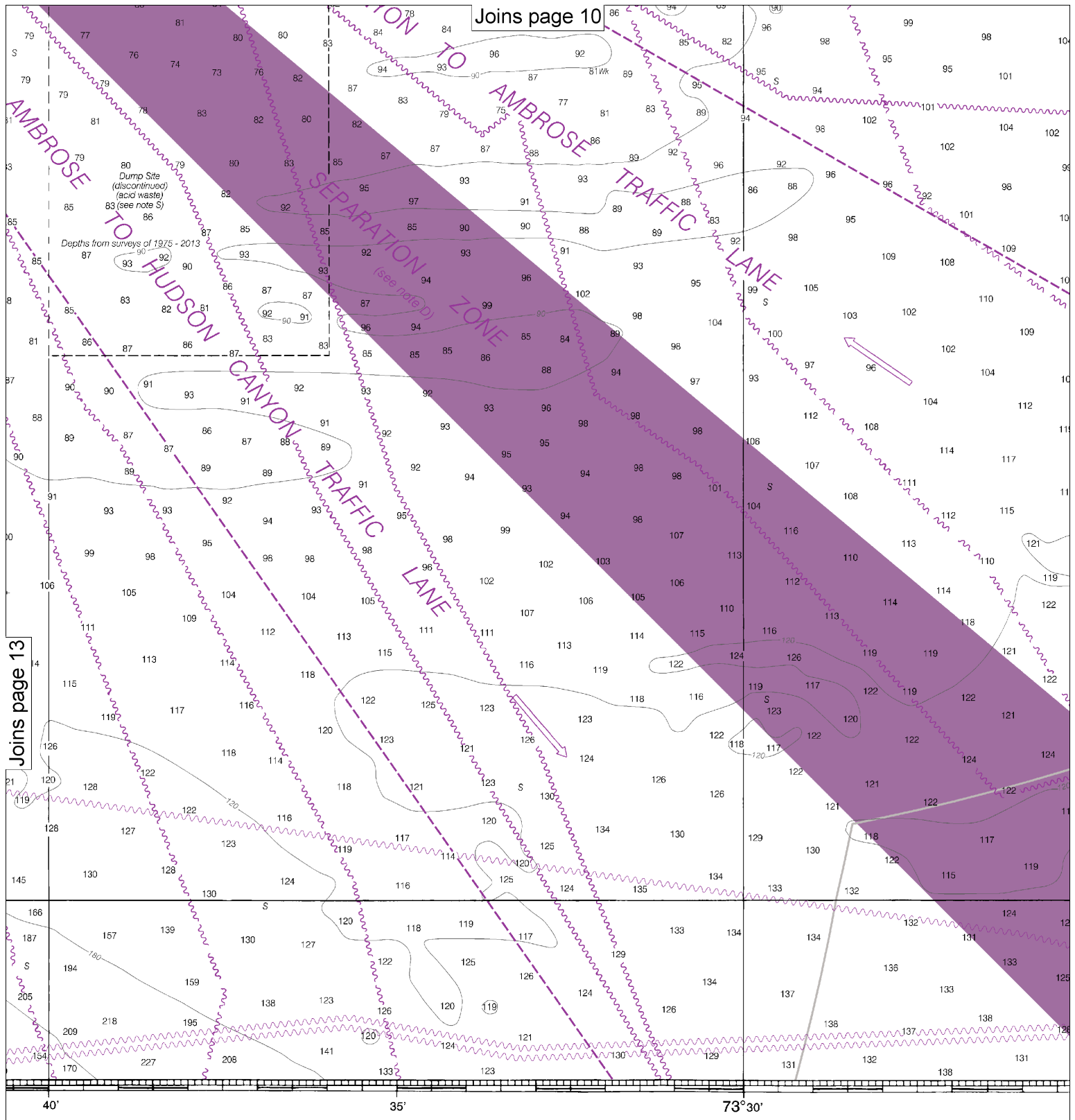
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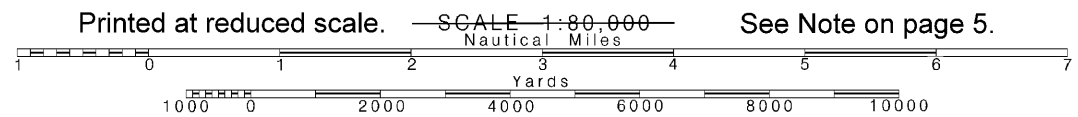


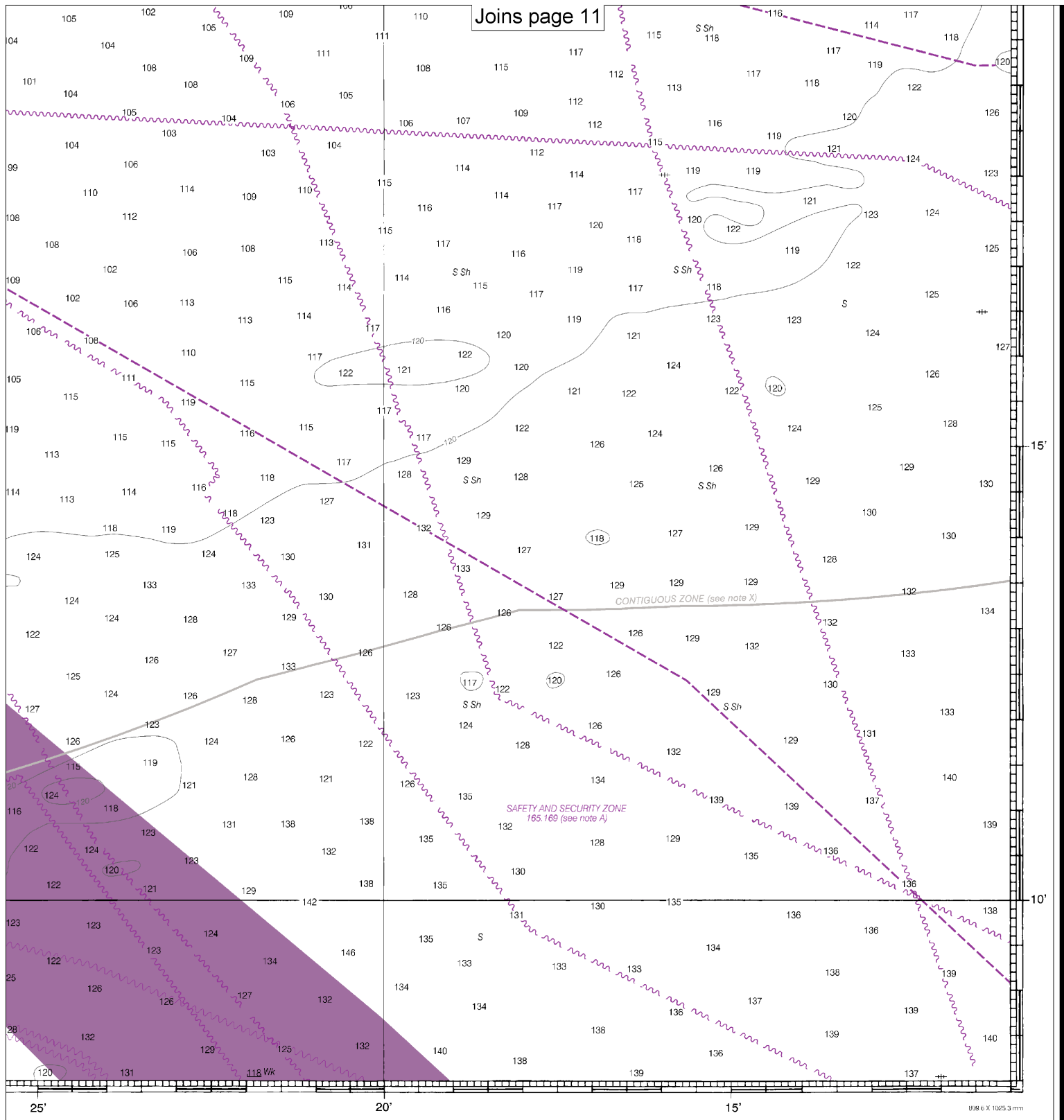
United States
 DEPARTMENT OF COMMERCE
 AND ATMOSPHERIC ADMINISTRATION
 NAUTICAL OCEAN SERVICE
 COAST SURVEY

SOUNDINGS IN FEET

14

Note: Chart grid lines are aligned with true north.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Fire Island Light to Sea Girt
SOUNDINGS IN FEET - SCALE 1:80,000

12326



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.